THE WESTERN PACIFIC RAILROAD CO.

EASTERN DIVISION

TIME 10 TABLE

In Effect 12:01 A. M. "Pacific" Time

SUNDAY, MARCH 4, 1928

This Time Table is for the exclusive use and guidance of the employes concerned. The Company reserves the right to vary from it at pleasure.

Always have the revised Book of Rules of the Transportation Department at hand for reference.

E. W. MASON,
Vice President and General Manager.

J. P. QUIGLEY,
Superintendent of Transportation.

H. J. BEEM,
Superintendent.

Eastward.

FIRST SUBDIVISION

Westward.

Water, Fuel, Fone, Scales, Tables Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS 54 Fast Freight Leave Daily	SECOND CLASS 62 Fast Freight Leave Daily	FIRST CLASS 4 Pacific Express Leave Daily	FIRST CLASS 2 Scenic Limited Leave Daily	Distance from San Francisco	Time Table No. 10 March 4, 1928 STATIONS Telegraph Offices and Calls.	Distance from Winnemucca	FIRST CLASS 1 Scenic Limited Arrive Daily	FIRST CLASS 3 Pacific Express Arrive Daily	SECOND CLASS 61 Fast Freight Arrive Daily	Capacity of Sidings
F. W. Y. B. R. K. P.	7.45 PM	12.20 PM	1.05 PM	12.55 AM	438.4	DN **GERLACH** Gr	94.0	s 1.45 AM	s 1.30 PM	10.00 AM	Yard
P.	7.55	12.37	f **1.18**	1.05	442.9	4.5 ASCALON	89.5	1.35	f **1.18**	9.40	81
P.	8.13	**1.01**	f 1.31	**1.21**	451.8	8.9 TREGO	80.6	**1.21**	f **1.01**	9.05	81
P	8.33	**1.45**	f **1.45**	1.34	461.6	9.8 CHOLONA	70.8	1.09	f 12.44	8.30	81
P.	8.52	2.15	f 2.00	1.49	470.9	9.3 RONDA	61.5	12.55	f 12.30	8.05	81
P.	9.00	2.35	s 2.06	1.58	474.7	3.8 DN SULPHUR Ru	57.7	12.48	s 12.23	7.50	81
P.	9.18	2.55	2.15	2.08	479.6	4.9 FLOKA	52.8	12.39	12.15	7.30	80
P	9.50	3.30	f 2.30	2.25	487.9	8.3 ANTELOPE	44.5	12.27	f 12.01 PM	7.00	81
W. F. P.	10.17	4.05	s 2.45	2.40	496.7	8.8 DN JUNGO Jo	35.7	12.09 AM	s 11.41 AM	6.05	80
P.	10.31	4.35	f 2.56	2.51	503.5	6.8 VENADO	28.9	11.57 PM	f 11.30	5.40	81
P.	10.41	4.55	f 3.05	2.59	508.4	4.9 GASKELL	24.0	11.49	f 11.22	5.25	83
W. P	10.55	5.20	f 3.16	3.10	514.6	6.2 PRONTO	17.8	11.39	f 11.11	5.05	80
P	11.05	5.40	f 3.25	3.18	519.5	4.9 RAGLAN	12.9	11.31	f 11.02	4.45	78
P.	**11.21**	6.05	f 3.35	3.28	525.7	6.2 KRUM	6.7	**11.21**	f 10.52	4.25	81
F. W. T. B. R. K. P.	11.40 PM	6.30 PM	s 3.50 PM	s 3.40 AM	532.4	6.7 DN **WINNEMUCCA** Wa	0.0	11.10 PM	10.40 AM	4.00 AM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	
	3.55	6.10	2.45	2 45		Time over Subdivision		2.35	2.50	6.00	
	24.0	15.2	34.1	34.1		Average Speed per Hour		36.3	33.1	15 6	

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Gerlach and Winnemucca.

SPEED RESTRICTIONS.

Maximum speed for passenger trains 50, freight and mixed trains 30, miles an hour. (See Rule 847.)

Maximum speed for all trains, except passenger, 20 miles an hour descending Antelope hill both directions.

Except as otherwise provided by time table, bulletin or train order, maximum speed for consolidation and mikado engines: When running light or handling freight or mixed trains, 30 miles an hour; when handling passenger trains, 40 miles an hour. Passenger engines: Classes 71 and 86: When running light, 30 miles an hour. (See Rule 847.)

Trains must not exceed 15 miles an hour passing over Bridge Street, Winnemucca.

Speed of engines backing must not exceed 20 miles an hour on straight track. On curves, and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.

Rear end test prescribed by Rule 1076 will not be made at Winnemucca.

Where train line has not been separated air test as prescribed by Rule 1075 need not be made on passenger trains at Terminals.

No. 4 will hold Main Track at Gerlach over No. 3.

Freight trains may make the run between Gerlach and Sulphur and Sulphur and Pronto for train inspection if, in the judgment of train and enginemen, the train is in safe condition to make these points for train inspection.

Rule 1012 is modified as follows: It is not necessary to detach engine if, in the judgment of engineer, it is practical to take water or fuel without shocks which might injure stock, damage package freight, cause break-in-two, etc.

Nos. 1 and 2 will stop on flag at all stations in Nevada and Utah for revenue passengers to or from points Pueblo, Colorado, and East.

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations, Standard Clocks	SECOND CLASS 280 Southern Pacific Fast Freight Leave Daily	62 Western Pacific Fast Freight Leave Daily	292 Southern Pacific Fast Freight Leave Daily	314 Southern Pacific Local Freight Leave Tues., Thurs., Sat.	276 Southern Pacific Fast Freight Leave Daily	316 Southern Pacific Local Freight Leave Mon., Wed., Fri.	258 Southern Pacific Fast Freight Leave Daily	254 Southern Pacific Ogden Manifest Leave Daily	FIRST CLASS 10 Southern Pacific Atlantic Express Leave Daily	4 Western Pacific Pacific Express Leave Daily	42 So. Pacific San Francisco Overland Limited Leave Daily	20 Southern Pacific Pacific Limited Leave Daily	2 Western Pacific Scenic Limited Leave Daily	28 Southern Pacific Gold Coast Limited Leave Daily	Distance from San Francisco	Block Signals	Time Table No. 10 March 4, 1928 STATIONS Telegraph Offices and Calls	Distance from Elko	FIRST CLASS 1 Western Pacific Scenic Limited Arrive Daily	FIRST CLASS 3 Western Pacific Pacific Express Arrive Daily	SECOND CLASS 61 Western Pacific Fast Freight Arrive Daily	Capacity of Sidings
F. W. T. B R. K. P.		7.30PM								4.00PM			3.45AM		532.4		DN WINNEMUCCA Wa	133.1	s 11.05PM	s 10.33AM	3.15AM	Yard
P. R.	8.41PM	7.45	2.03PM	8.25AM	7.48AM		2.03AM	1.00AM	f 4.19PM	f 4.07	8.18AM	7.31AM	3.52	2.59AM	536.4		4.0 DN WESO Wo	129.1	10.57PM	f 10.25AM	3.00AM	50
P.	8.52	8.00	2.15	8.44	8.03		2.15	1.20	f 4.27	f 4.14	8.25	7.39	4.00	3.06	540.6		4.2 BLISS	124.9				81
P. W.	9.12	8.25	2.33	9.10	8.23		2.35	2.00	s 4.40	s 4.26	8.36	f 7.52	4.13	3.17	548.5		7.9 D GOLCONDA Gd	117.0				81
															553.6		5.2 PREBLE (S. P. Connection)	111.8				No Siding
P.	9.45	9.05	3.05	9.40	**8.54**		**3.09**	**3.09 3.35**	f 5.00	s 4.45	**8.54**	f 8.14	4.35	**3.35**	562.0		8.3 DN RED HOUSE Rd	103.5				82
P. W.	10.15	9.40	3.30	10.15	9.48		**3.52**	**4.55**	f 5.21	f 5.03	9.11	8.34	**4.55**	**3.52**	575.3		13.3 ELLISON	90.2				81
P.									s 5.43	f 5.23	9.29	s 8.53	5.14	4.10	589.0		13.7 2. S. N. BATTLE MOUNTAIN Nb	76.5				No Siding
P.	10.53	10.20	4.05	11.00	10.20		4.30	6.00	f 5.47	f 5.26	9.31	8.56	5.17	4.12	590.6		1.6 RENNOX	74.9				81
P. W.	11.20	10.50	4.30	11.30	10.45		4.50	6.40	f 6.05	s 5.41	9.44	9.14	5.35	4.25	600.9		10.3 KAMPOS	64.6				81
P.	**11.40PM**	**11.40PM**	4.50	11 55AM	11.10		5.10	7.30	f 6.21	f 5.54	9.57	f 9.29	5.50	4.37	610.1		9.2 D DUNPHY Ny	55.4				80
P. W. F.	12.01AM	12.20AM	5.10	12.25PM	11.33		5.30	8.10	s 6.37	s 6.07	10.08	s 9.44	f 6.05	4.47	618.6		8.5 DN BEOWAWE (S. P. Connection) Be	46.9				81
P.	12.25	12.50	5.30	12.55	11.55AM		5.50	8.40	f 6.56	f 6.20	10.21	9.56	6.17	4.58	627.2		8.6 CLURO	38.3				81
															635.4		8.2 E. N. RY. CROSSING	30.1				
P.	12.55	1.25	5.50	1.20	12.20PM		6.10	9.10	s 7.13	s 6.34	10.35	f 10.11	f 6.32	f 5.13	635.9		0.5 D PALISADE Ad	29.6				81
	1.21AM	1.55	6.15PM	1.50PM	12.43PM		6.35AM	9.45AM	7.26	6.45	10.46	10.25	6.46	5.24	643.4		7.5 WEST CARLIN	22.1				
P. W.	Via S. P. Carlin Yard	2.00	VIA SOUTHERN PACIFIC CARLIN YARD						s 7.30 7.45	s 6.47	s 10.49 10.59	s 10.27 10.42	f 6.48	s 5.26 5.38	644.5		1.1 DN CARLIN C	21.0				79
	2.31AM	2.05	7.20PM		1.53PM	7.05AM	7.45AM	11.15AM	7.50	6.51	11.01	10.44	6.51	5.41	646.0		1.5 EAST CARLIN	19.5				
P.	2.45	2.20	7.35		2.07	7.25	8.00	11.38AM	f 8.02	f 6.59	11.08	10.51	6.59	5.49	650.2		4.2 TONKA	15.3				78
P.	3.05	2.50	7.55		2.25	7.55	8.20	12.10PM	f 8.15	f 7.10	11.18	11.01	7.10	6.00	656.7		6.5 HUNTER	8.8				81
F.W.T.Y B. R. K. P.	3.30AM	3.20AM	**8.30PM**		2.53PM	8.40AM	8.53AM	1.10PM	s **8.30PM**	s 7.25PM	11.32AM	s 11.15AM	s 7.25AM	f 6.14AM	665.5		8.8 DN ELKO Kn Di	0.0				Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	
	6.49	7.50	6.27	5.25	7.05	1.35	6.50	12.10	4.11	3.25	3.14	3.44	3.40	3.15			Time Over Subdivision		08	08	15	
	22.7	16.9	20.0	19.7	18.2	12.3	22.7	10.6	30.8	38.9	39.9	34.5	36.3	39.7			Average Speed per Hour		30.0	30 0	15 3	

See Southern Pacific Current time table for Westward Western Pacific schedules Elko to Weso.

Westward Trains are superior to Eastward Trains of the same class.
For special instructions applying to joint tracks between Weso and Alazon, see page 6.

Yard Limits: Winnemucca, Carlin and Elko.

Eastward trains making Weso turn: Approaching Weso Eastward enginemen will call for train order signal. If changed to proceed, train may proceed to the east end of the Western Pacific transfer track, respecting the position of automatic block signals, without flagging against westward trains on Western Pacific tracks, provided it is known that all eastward first class trains have left Weso. Should train order signal not be changed to proceed, it must not be passed but instead Conductor must report at telegraph office for instructions. In making westward movement Rule 99 must be observed fully between the Western Pacific transfer track and the east detour switch leading from Southern Pacific to the Western Pacific main tracks.

SPEED RESTRICTIONS.

Maximum speed for passenger trains 50, freight and mixed trains 35, miles an hour. (See Rule 847.)

Trains using turnouts at Weso must not exceed 25 miles an hour; when not using turnouts, passenger trains must not exceed 35 and other trains 25 miles an hour.

Trains must not exceed 15 miles an hour passing over Bridge Street, Winnemucca.

Trains must not exceed 15 miles an hour through Elko yard.

Except as otherwise provided by time table, bulletin or train order, maximum speed for consolidation and mikado engines: When running light or handling freight or mixed trains, 35 miles an hour; when handling passenger trains, 40 miles an hour. Passenger engines: When running light, 35 miles an hour. (See Rule 847.)

Speed of engines backing must not exceed 20 miles an hour on straight track. On curves, and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.

Where train line has not been separated air test as prescribed by Rule 1075 need not be made on passenger trains at Terminals.

Rear end test as prescribed by Rule 1076 will not be made on trains at Winnemucca and Elko, except it must be made on eastward Southern Pacific trains at Elko and westward Western Pacific first-class trains at Elko.

Eastward freight trains not required to stop for other reasons, between points named below, may run from Winnemucca to Ellison, Golconda to Kampos, Ellison to Beowawe, Beowawe to Carlin, or Kampos to Carlin for train inspection.

Rule 1012 is modified as follows: It is not necessary to detach engine if, in the judgment of engineer, it is practical to take water or fuel without shocks which might injure stock, damage package freight, cause break-in-two, etc.

TUNNEL 39 AND EUREKA NEVADA RAILWAY CROSSING AT PALISADE.

Automatic block signals govern the movement of trains through Tunnel 39, just west of Palisade, as follows:

Automatic interlocked home Signal No. 6352, located 500 feet west of west portal of tunnel, governs eastward trains.

Automatic interlocked home Signal No. 6357, located 1090 feet east of east portal of tunnel governs westward trains. Westward trains must stop before passing over the Eureka-Nevada Railway crossing, regardless of the position of interlocked home Signal No. 6357.

Derails in the Eureka-Nevada Railway track on each side of the points where the Western Pacific crosses the Eureka-Nevada Railway west of Palisade are interlocked with the automatic home Signals Nos. 6352 and 6357 on the Western Pacific Railroad.

Trains stopped by these automatic interlocked home signals, in addition to following a flagman, as per rule, must not foul the Eureka-Nevada Railway crossing until it has been ascertained that the derails on the Eureka-Nevada Railway are set to derail.

Trains must not exceed 10 miles an hour over the Eureka-Nevada Railway crossing.

Nos. 1 and 2 will stop on flag at all stations in Nevada and Utah for revenue passengers to or from points Pueblo, Colorado, and east.

No. 42 will stop on flag at all stations in Nevada for passengers to Cheyenne and beyond.

No. 28 will stop on flag at all stations in Nevada for passengers to Cheyenne and beyond.

No. 28 will stop on flag at Elko to discharge passengers from Reno and west, and for passengers for Ogden and east.

THIRD SUBDIVISION

Eastward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS 292 Southern Pacific Fast Freight	276 Southern Pacific Fast Freight	254 Southern Pacific Ogden Manifest	64 Western Pacific Fast Freight	316 Southern Pacific Local Freight	258 Southern Pacific Fast Freight	62 Western Pacific Fast Freight	280 Southern Pacific Fast Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily
F. W. T. Y. B. R. K. P.	**8.30** PM	2.53 PM	1.10 PM	12.15 PM	9.45 AM	8.53 AM	4.20 AM	3.30 AM
P.	8.55	3.12	1.45	12.33	10.10	9.08	4.45	3.50
P. W.	9.20	3.38	2.35	12.58	10.35	9.30	5.15	4.15
P.	9.35	3.48	3.00	1.06	10.48	9.40	5.30	4.25
P. W.	9.58	4.15	3.50	1.31	11.20	10.15	6.10	4.50
P.	10.20	**4.40**	**4.40**	1.53	11.55 AM	10.46	6.40	5.17
P. R.	10.34 PM	4.53 PM	5.10 PM	2.06	12.15 PM	11.00 AM	6.55	5.31 AM
F. W. P				2.15			7.10	
P.				2.28			7.30	
P.				2.38			7.45	
P.				2.48			8.05	
P. W.				**3.00**			8.25	
P. Y.				3.17			8.55	
P.				3.41			9.25	
P.				4.08			**10.13**	
F. W. P. Y.				**4.50**			10.40	
P. Y				5.13			11.10	
P.				5.40			**11.45**	
P. W.				5.46			11.55 AM	
P.				6.01			12.20 PM	
P.				6.31			1.10	
F. W. T. O. Y. B. R. K. P.				6.45 PM			1.50 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily
	2.04	2.00	4.00	6.30	2.30	2.07	9.30	2.01
	23.3	24.1	12.0	21.6	18.1	22.8	14.8	23.9

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	FIRST CLASS 10 Southern Pacific Atlantic Express	4 Western Pacific Pacific Express	42 So. Pacific San Francisco Overland Limited	20 Southern Pacific Pacific Limited	2 Western Pacific Scenic Limited	28 Southern Pacific Gold Coast Limited
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
F. W. T. Y. B. R. K. P.	**8.30** PM	7.35 PM	11.32 AM	11.15 AM	7.35 AM	6.14 AM
P.	f 8.44	f 7.49	11.44	11.28	7.47	6.26
P. W.	f 9.00	f 8.05	11.58 AM	11.43	8.02	6.42
P.	f 9.08	f 8.13	12.05 PM	f 11.51 AM	8.09	6.50
P. W.	f 9.24	s 8.31	12.20	f 12.08 PM	8.25	7.06
P.	f 9.43	f 8.45	12.34	12.22	8.38	7.21
P. R.	f 9.53 PM	f 8.53	12.42 PM	12.32 PM	8.47	7.31 AM
F. W. P		s 9.00			s 8.55	
P.		f 9.10			9.07	
P.		f 9.17			9.15	
P.		s 9.24			9.23	
P. W.		f 9.33			9.31	
P. Y.		f 9.47			9.44	
P.		f 9.59			9.56	
P.		f 10.11			**10.13**	
F. W. P. Y.		s 10.21			s 10.30	
P. Y		f 10.35			10.42	
P.		10.50			10.59	
P. W.		f 10.55			11.03	
P.		f 11.05			**11.13**	
P.		f 11.21			11.28	
F. W. T. O. Y. B. R. K. P.		s 11.35 PM			s 11.40 AM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	1.23	4.00	1.10	1.17	4.05	1.17
	34.8	35.2	41.3	37.5	34.5	37.5

Westward

Time Table No. 10

March 4, 1928

Distance from San Francisco	Block Signals	STATIONS Telegraph Offices and Calls		Distance from Wendover
665.5		DN **ELKO** Kn. Di.		140.9
		7.7		
673.2		PARDO		133.2
		10.2		
683.4		ELBURZ		123.0
		4.8		
688.2		HALLECK		118.2
		11.4		
699.6		DEETH		106.8
		1.5		
701.1		S. P. CONNECTION		105.3
		7.5		
708.6		TULASCO		97.8
		5.1		
713.7		DN **ALAZON** A		92.7
		3.5		
717.2	2S	WELLS Ws		89.2
		6.4		
723.6		BOAZ		82.8
		4.7		
728.3		RUBY		78.1
		5.1		
733.4		D TOBAR Ba		73.0
		5.2		
738.6		VENTOSA		67.8
		8.7		
747.3		SONAR		59.1
		5.6		
752.9		JASPER		53.5
		8.5		
761.4		LUKE		45.0
		4.5		
765.9		DN N. N. Crossing **SHAFTER** Fa		40.5
		6.3		
772.2		SILVER ZONE		34.2
		9.0		
781.2		CLIFSIDE		25.2
		2.2		
783.4		PROCTOR		23.0
		5.3		
788.7		PILOT		17.7
		11.1		
799.8		OLA		6.6
		6.6		
806.4		DN **WENDOVER** Wn		0.0
		Time Over Subdivision		
		Average Speed per Hour		

FIRST CLASS 1 Western Pacific Scenic Limited	FIRST CLASS 3 Western Pacific Pacific Express	SECOND CLASS 61 Western Pacific Fast Freight	Capacity of Sidings
Arrive Daily	Arrive Daily	Arrive Daily	
			Yard
			80
			80
			80
			80
			80
6.20 PM	f 5.05 AM	4.30 PM	
s 6.12	s 4.55	4.10	80
6.01	f 4.44	3.50	80
5.54	f 4.36	3.36	44
5.46	s 4.28	3.18	80
5.38	f 4.16	**3.00**	80
5.25	f 4.02	2.35	80
5.16	f 3.52	2.20	80
4.57	f 3.33	1.35	81
s **4.50**	s 3.25	1.15	220
4.32	f 3.06	12.35 PM	80
4.09	2.45	**11.45** AM	80
4.05	f 2.40	11.35	40
3.54	f 2.29	**11.13**	79
3.34	f 2.09	10.15	79
3.15 PM	1.50 AM	9.30 AM	Yard
Leave Daily	Leave Daily	Leave Daily	
3.05	3.15	7.00	
30.1	28.5	13.2	

See Southern Pacific Current time table for Westward Western Pacific Schedules Alazon to Elko.

Westward Trains are superior to Eastward Trains of the same class.

For special instructions applying to joint tracks between Weso and Alazon, see page 6.

Yard Limits: Elko, Shafter and Wendover.

SPEED RESTRICTIONS.

Except as otherwise provided by time-table, bulletin or train order, maximum speed between Elko and Alazon: Passenger trains 50, freight and mixed trains and engines running light, 35 miles an hour, except that consolidation and mikado engines handling passenger trains, may run 40 miles an hour. (See Rule 847.)

Trains must not exceed 15 miles an hour through Elko Yard.

Trains using turnouts at Alazon must not exceed 25 miles an hour; when not using turnouts, passenger trains must not exceed 35 and other trains 25 miles an hour.

Except as otherwise provided by time table, bulletin or train order, maximum speed between Alazon and Wendover: Passenger trains 50, freight and mixed trains and engines running light, 30 miles an hour, except that consolidation and mikado engines handling passenger trains, may run 40 miles an hour. (See Rule 847.)

Maximum speed for all trains, except passenger, 20 miles an hour descending Jasper and Silver Zone hills, both directions.

Speed of engines backing must not exceed 20 miles an hour on straight track. On curves, and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.

Passenger trains must use 3, all other trains 5, minutes passing through Tunnel 43.

Passenger trains must not exceed 30, all other trains 20, miles an hour rounding Arnold Loop; between Proctor and Mile Post 785; and on first curve east of Ola.

Where train line has not been separated air test as prescribed by Rule 1075 need not be made on passenger trains at Terminals.

Rear end test as prescribed by Rule 1076 will not be made on trains at Elko, Wendover and Salt Lake, except it must be made on eastward Southern Pacific trains at Elko and westward Western Pacific first-class trains at Elko.

Rule 1012 is modified as follows: It is not necessary to detach engine if, in the judgment of engineer, it is practical to take water or fuel without shocks which might injure stock, damage package freight, cause break-in-two, etc.

Eastward freight trains not required to stop for other reasons, between points named below, may run from Elko to Alazon, for train inspection.

Eastward freight trains will stop at some station between Silver Zone and Wendover for train inspection.

Automatic home block signals govern trains through Tunnel 43, between Jasper and Luke. Home signals are located 1000 feet in advance of each portal. No distant signals.

Nos. 1 and 2 will stop on flag at all stations in Nevada and Utah for revenue passengers to or from points Pueblo, Colorado, and east.

No. 42 will stop on flag at all stations in Nevada for passengers to Cheyenne and beyond.

No. 28 will stop on flag at all stations in Nevada for passengers to Cheyenne and beyond.

No. 10 will stop on flag at point opposite Southern Pacific Station, Ryndon.

Fuel, Water, Fone Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS 74 Fast Freight Leave Daily	SECOND CLASS 62 Fast Freight Leave Daily	FIRST CLASS 4 Pacific Express Leave Daily	FIRST CLASS 2 Scenic Limited Leave Daily	Distance from San Francisco	Time Table No. 10 March 4, 1928 STATIONS Telegraph Offices and Calls	Distance from Salt Lake	FIRST CLASS 1 Scenic Limited Arrive Daily	FIRST CLASS 3 Pacific Express Arrive Daily	SECOND CLASS 61 Fast Freight Arrive Daily	Capacity of Sidings
F. W. T. O. Y. B. R. K. P.	10.45 PM	**3.05** PM	11.45 PM	11.45 AM	806.4	DN **WENDOVER** Wn	121.6	s **3.05** PM	s 1.40 AM	8.30 AM	Yard
P.	11.03	3.20	s 11.59 PM	f 11.58 AM	815.3	8.9 D SALDURO Sd	112.7	f 2.54	s 1.26	7.55	77
P.	11.23	3.50	f 12.13 AM	12.11 PM	825.5	10.2 ARINOSA	102.5	2.42	f 1.11	7.20	82
P.	11.41 PM	4.23	f 12.26	12.23	835.3	9.8 BARRO	92.7	2.31	f 12.56	6.50	78
P. W.	12.05 AM	4.53	f **12.40**	12.35	845.6	10.3 KNOLLS	82.4	2.19	f **12.40**	6.20	82
P.	**12.22**	5.18	f 12.55	12.46	854.6	9.0 CLIVE	73.4	2.09	f **12.22** AM	5.50	80
P.	12.59	6.18	f 1.17	1.10	866.3	11.7 LOW	61.7	1.53	f 11.58 PM	5.10	80
P. F. W.	**1.40**	6.58	s **1.40**	**1.30**	878.5	12.2 DN DELLE De	49.5	**1.30**	s 11.30	4.20	80
P.	2.00	7.23	f 1.53	1.42	885.8	7.3 TIMPIE	42.2	1.16	f 11.13	3.55	81
P.	2.15	7.48	f 2.06	1.52	893.0	7.2 **ELLERBECK**	35.0	1.05	f 10.58	3.30	
P. W. Y.	2.30	8.03	s 2.13	s 1.59	896.8	3.8 2S **BURMESTER** Bx	31.2	s 12.58	s 10.50	3.20	80
P.	**2.58**	8.35	f 2.26	2.12	902.4	5.6 SPRAY	25.6	12.49	f 10.35	**2.58**	40
P.	3.14	9.15	f **2.38**	2.25	907.9	5.5 LAGO	20.1	12.38	f 10.20	**2.38**	82
					912.2	4.3 B. & G. Crossing and Transfer	15.8				25
P.	3.31	**10.05**	f 2.51	2.38	913.5	1.3 D GARFIELD Gf	14.5	12.29	f **10.05**	2.01	79
P.	3.46	10.35	f 3.05	2.50	920.9	7.4 FOX	7.1	12.19	f 9.49	1.32	80
	3.56	10.55	3.12	2.57	924.4	3.5 BUENA VISTA	3.6	12.14	9.42	1.20	55
					926.4	2.0 L. A. & S. L. Crossing	1.6				
					926.8	0.4 O. S. L. Crossing	1.2				
					927.3	0.5 POLLARD COURT	0.7				
					927.4	0.1 D. & R. G. W. Crossing	0.6				
F. W. T. O. Y. B. R. K. P.	4.30 AM	11.30 PM	s 3.30 AM	s 3.15 PM	928.0	0.6 DN **SALT LAKE** Un	0.0	12.05 PM	9.30 PM	1.00 AM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	
	5.45	8.25	3.45	3.30		Time over Subdivision		3.00	4.10	7.30	
	21.1	14.4	32.4	34.7		Average Speed per Hour		40.5	29.2	16.2	

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Wendover, Knolls, Delle, Burmester and Salt Lake.

Yard limits Salt Lake extend to 500 feet west of L. A. & S. L. Railroad crossing.

Burmester Siding is the track running parallel with main track in front of the depot.

Westward freight trains requiring helper will use siding at Delle.

SPEED RESTRICTIONS.

Maximum speed for passenger trains 50, freight and mixed trains 30, miles an hour between Salt Lake and Clive.

Maximum speed for passenger trains 55, freight and mixed trains 35, miles an hour between Clive and Wendover. (See Rule 847).

Maximum speed for all trains, except passenger, 20 miles an hour descending Low hill, both directions.

Passenger trains reduce to 30, all other trains 20, miles an hour between Mile Post 899.0 and 910.5.

Speed of engines backing must not exceed 20 miles an hour on straight track. On curves, and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.

Trains must not exceed 15 miles an hour approaching and passing over O. S. L. crossing, Mile Post 926.8, stopping if it is being used by a train or engine of that railroad.

Except as otherwise provided by time table, bulletin or train order, maximum speed for consolidation and mikado engines: When running light or handling freight or mixed trains, 30 miles an hour; when handling passenger trains, 40 miles an hour. Passenger engines, Classes 71 and 86: When running light, 30 miles an hour. (See Rule 847.)

Eastward freight trains will enter D. & R. G. W. freight yard through connection at Pollard Court, between Sixth West and Seventh West Streets, Salt Lake, and will stop on the curve just north of First South Street at connection with D. & R. G. W. main track.

Where train line has not been separated air test as prescribed by Rule 1075 need not be made at Terminals.

Rear end test prescribed by Rule 1076 will not be made at Wendover and Salt Lake

Rule 1012 is modified as follows: It is not necessary to detach engine if, in the judgment of engineer, it is practical to take water or fuel without shocks which might injure stock, damage package freight, cause break-in-two, etc.

B. & G. crossing, Mile Post 912.2, is interlocked. Crossing will be governed by home signals only, there being no distant signals. Trains must approach this crossing with caution, and when home signal indicates "proceed," will not exceed 12 miles an hour over crossing; when home signal indicates "stop," must stop before reaching semaphore, and be governed by Rule 663. Crossing is protected by derail.

Nos. 1 and 2 will stop on flag at all stations in Nevada and Utah for revenue passengers to or from points Pueblo, Colorado, and East.

FOURTH SUBDIVISION "A"

Eastward — **ELLERBECK BRANCH** — Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations, Standard Clocks		Distance from Ellerbeck	Time Table No. 10 March 4, 1928 — STATIONS Telegraph Offices and Calls	Distance from Dolomite		Capacity of Sidings
P.		0.0	**ELLERBECK**	4.7		
			2.7			
Y.		2.7	WYE	2.0		
			1.0			
		3.7	FLUX	3.0		8
			1.0			
		4.7	**DOLOMITE**	0.0		3 Car Spur 1 E

Westward Trains are superior to Eastward Trains of the same class.
Maximum speed 12 miles an hour. (See Rule 847.)

FOURTH SUBDIVISION "B"

Eastward — **TOOELE BRANCH** — Westward

Fuel, Water, Fone, Tables, Scales Wyes, Bulletin Register Stations Standard Clocks		Distance from Burmester	Time Table No. 10 March 4, 1928 — STATIONS Telegraph Offices and Calls	Distance from Warner		Capacity of Sidings
P. W. Y.		0.0	2 S **BURMESTER** Bx	15.5		125
			7.0			
		7.0	MARSHALL	8.5		22
			8.5			
W. Y. R.		15.5	**WARNER**	0.0		77

Westward Trains are superior to Eastward Trains of the same class.
Maximum speed 15 miles an hour. (See Rule 847.)

SPURS AND COMMERCIAL TRACKS

MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
SULPHUR SPUR	476.4	1 W	4
KNIGHT F. 4	570.1	1 E	6
RUSSELLS SPUR F. 4	582.5	1 E	3
JENKINS F. 4	592.1	1 E	3
BARTH F. 4	630.8	None	None
ARNOLD F. 3 and 4	774.4	None	None
MARBLE SPUR	861.5	1 E	3
TIMPIE QUARRY	886.7	1 E	50
L. A. & S. L. CONNECTION	913.6	1 E 1 W	14
SALTUS	915.0	1 E 1 W	3
TERMINAL SPUR F. 3 and 4	922.1	1 W	20

ADDITIONAL SPECIAL INSTRUCTIONS, APPLYING TO THE JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE.

(A) Between Weso and Alazon tracks of the Southern Pacific Company and Western Pacific Railroad will be used jointly. All eastward trains of both Companies will use Western Pacific track Weso to Alazon, and all westward trains of both Companies will use Southern Pacific track Alazon to Weso, unless otherwise instructed by train order, except as provided in Rules E and F hereof. Each Railroad will be operated under single track rules.

(B) On the Western Pacific between Weso and Alazon one-way automatic block signals are installed to protect following movements of eastward trains and in some places westward signals will be used.

On the Southern Pacific between Alazon and Weso automatic block signals governing eastward trains will, with a few exceptions, be taken out.

When a block signal indicates STOP between Weso and Alazon train may proceed with caution not exceeding six miles an hour as follows:

Eastward trains on the Western Pacific and westward trains on the Southern Pacific will be governed by the third paragraph of Rule 509 prescribing double track procedure.

Where eastward signals on the Southern Pacific and westward signals on the Western Pacific are maintained, trains stopped by such signals will be governed by the second paragraph of Rule 509, prescribing single track procedure.

(C) Eastward regular trains and westward Western Pacific first class trains will register by ticket at Weso for the information of inferior trains. Other trains will not register.

Operator Weso must enter correctly, on the register, the information furnished by register ticket and transmit the registration of only the Southern Pacific eastward first class trains to the Western Pacific operator at Winnemucca, who must enter same on register.

Eastward Western Pacific inferior trains need not check Weso register against any eastward first class train that appears on the register at Winnemucca.

(D) A Clearance Card or Train Order authorizing an Eastward Southern Pacific regular train at Weso will apply only to Carlin where another Clearance Card or Train Order must be obtained authorizing the train Carlin to Alazon.

(E) West Carlin Detour extends from West Carlin on the Western Pacific to a connection with Southern Pacific main track in west end of Carlin Yard. East Carlin Detour extends from east ice house lead on the Southern Pacific to East Carlin on Western Pacific. Eastward Southern Pacific freight trains and other trains when so directed, also engines moving between Western Pacific and Southern Pacific yards will use these detours.

(F) East Elko Detour extends from south siding of Southern Pacific to Western Pacific freight yard. West Elko Detour extends from Western Pacific freight yard to West Elko on Southern Pacific. Western Pacific freight trains and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards will use these detours.

(G) Movements over detours at Carlin and Elko must be made with caution.

(H) Westward first class trains and westward Western Pacific second class trains register by ticket at Alazon for the information of inferior trains. Other trains will not register.

Operator Alazon must enter correctly, on the register, the information furnished by register ticket, and transmit the registration of only the Western Pacific westward first class trains to the Southern Pacific operator at Wells, who must enter same on register.

Westward Southern Pacific inferior trains need not check Alazon Register against any westward first class train that appears on the register at Wells.

(I) Eastward Southern Pacific trains will be governed by the position of the train order signal at Alazon instead of obtaining a Clearance Card as provided in Rule 83 (D).

An eastward Southern Pacific train fulfilling a schedule, or running as a section of a schedule (if schedule of the same number exists on the Southern Pacific timetable) or running Extra on the Western Pacific into Alazon will continue to do so on the double track Alazon to Southern Pacific Wells, moving only with the current of traffic.

An eastward inferior Southern Pacific train may run ahead of overdue eastward superior Southern Pacific trains Alazon to Wells on Southern Pacific track without train order authority, but must comply with Rule 83 at Wells.

(J) A Clearance Card authorizing a westward Western Pacific regular train at Alazon will apply only to Elko, where another Clearance Card must be obtained authorizing the train Elko to Carlin.

(K) Western Pacific first class trains will register by ticket at Western Pacific Carlin, placing register ticket in box at Western Pacific station. Such registration will be transmitted to Southern Pacific Operator Carlin, who must enter same on joint register. Eastward Southern Pacific first class trains will register on joint register at Southern Pacific station Carlin. A first class eastward train, which does not reach East Carlin within 15 minutes from its leaving time as registered, must run expecting to find a train moving ahead of it, East Carlin to Elko.

(L) Eastward Southern Pacific trains will not comply with first paragraph Rule 83 at Elko and will be governed by train register at Southern Pacific Carlin. Eastward Southern Pacific first class trains not scheduled to stop at Elko, may register by ticket. Eastward Southern Pacific second class and extra trains will not register at Elko. Last paragraph Rule 96, of Rules and Regulations of the Transportation Department will apply at Western Pacific Elko. At Southern Pacific Elko only first class trains will register. Southern Pacific first class trains may register by ticket. Registration of first class trains will be transmitted to the Western Pacific operator at Elko who must enter same on register. A first class westward train which does not reach West Elko within 15 minutes from its leaving time, as registered at Southern Pacific Elko, must run expecting to find a train moving ahead of it, West Elko to Carlin.

(M) Train order signal Western Pacific Elko governs eastward Southern Pacific trains. Eastward Southern Pacific trains will be created at Carlin by clearance card or train order which establishes identification and authorizes movement Carlin to Alazon. These trains will not be required to secure a clearance card at Elko except when train order signal indicates stop.

(N) On the Western Pacific between 6.30 a.m. and 6.30 p.m. before passing around curves where view is obscured, enginemen will sound whistle signal 14-L.

(O) Second paragraph of Rule 21 (A) will not apply to Southern Pacific and Western Pacific engines on joint tracks between Weso and Alazon.

(P) Between Weso and Alazon, Dispatchers must use the following forms to authorize the movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or in creating work train extras on either track.

EXAMPLE 1.

"Eng.....run extra on.....Pacific track.....to....."

EXAMPLE 2.

"Eng.....works extra on.....Pacific track.....M until.....M between.....and....."

Western Pacific and Southern Pacific main track connections, Weso and Alazon, interlocked.

STEAM WHISTLE ROUTE SIGNALS.

WESO—East bound signal 5356.	o ——— ———	Upper Arm Western Pacific.
	o ——— o	Lower Arm Southern Pacific.
West bound dwarf signal 5361.	o ———	Western Pacific.
ALAZON—East bound signal 7136.	——— o ———	Upper Arm Southern Pacific.
	o ——— ———	Lower Arm Western Pacific.
West bound signal 7137.	——— o ———	Southern Pacific.

RAILROAD SURGEONS

DR. T. W. HUNTINGTON, Chief Surgeon.....San Francisco, Cal.
DR. R. S. ALLISON, Local Surgeon.....Salt Lake City, Utah
DR. F. D. SPENCER, Asst. Local Surgeon.....Salt Lake City, Utah
DR. W. D. DONOHER, Oculist.....Salt Lake City, Utah
DR. A. C. OLMSTED, Local Surgeon.....Wells, Nevada
DR. A. J. HOOD, Division Surgeon.....Elko, Nevada
DR. R. P. ROANTREE, Local Surgeon.....Elko, Nevada
DR. CHAS. E. SECOR, Asst. Local Surgeon.....Elko, Nevada
DR. C. W. EASTMAN, Local Surgeon.....Carlin, Nevada
DR. GEO. F. POPE, Local Surgeon.....Winnemucca, Nevada

FOLLOWING DESIGNATED WATCH INSPECTORS

S. A. Pope, Supervisor of Time Service.....San Francisco
Winnemucca, Nev.....Krenkel & Bosch
Elko, Nev.....Wintermantel & Littlefield
Salt Lake City, Utah — H. B. Miller Co., 460 West 2d South St.

TONNAGE RATING

First Subdivision

Eastward	Mikado Engine	2500 tons
	Consolidation Engine	1800 tons
	Passenger Engine	1170 tons
Westward	Mikado Engine	2200 tons
	Consolidation Engine	1600 tons
	Passenger Engine	1040 tons

Second Subdivision

Eastward	Mikado Engine	5000 tons
	Consolidation Engine	3600 tons
	Passenger Engine	1950 tons
Westward	Mikado Engine	4600 tons
	Consolidation Engine	3500 tons
	Passenger Engine	2275 tons

Third Subdivision

Eastward	Mikado Engine	2000 tons
	Consolidation Engine	1500 tons
	Passenger Engine	975 tons
Westward	Mikado Engine	1850 tons
	Consolidation Engine	1200 tons
	Passenger Engine	780 tons

Fourth Subdivision

Eastward	Mikado Engine	2250 tons
	Consolidation Engine	1700 tons
	Passenger Engine	1100 tons
Westward	Mikado Engine	2250 tons
	Consolidation Engine	1700 tons
	Passenger Engine	1100 tons

To determine tonnage for helper trains on any subdivision add together the rating figures for class of engines furnished.

Figure 5 tons friction for each car over 30 cars. No car limit.

The tonnage rating is based on the maximum grade on each subdivision. Between points where grades are less than maximum greater tonnage can be handled and conductors and enginemen will be expected to fill trains to capacity of engines.

C. E. RENNER, Trainmaster, Winnemucca, Nevada.
J. J. DUGGAN, Trainmaster, Wendover, Utah.
G. W. CURTIS, Trainmaster, Salt Lake City, Utah.
A. P. MICHELSON, Chief Train Dispatcher, Elko, Nevada.
A. J. PIERS, Night Chief Train Dispatcher, Elko, Nevada.